

Message Text

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ACTION AID-59

INFO OCT-01 AF-10 ISO-00 SWF-02 EB-11 IGA-02 SPM-01 AGR-20

SP-03 PC-10 DOTE-00 CIAE-00 INR-10 NSAE-00 RSC-01

DODE-00 OMB-01 TRSE-00 IO-14 NEA-14 EUR-25 FDRE-00

SCI-06 DRC-01 /191 W

----- 074857

P 291655Z MAY 74

FM AMEMBASSY BAMAKO

TO SECSTATE WASHDC PRIORITY 9065

AMEMBASSY DAKAR PRIORITY

INFO AMEMBASSY NIAMEY PRIORITY

AMEMBASSY ROME PRIORITY

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AFDROUGHT

E O 11652 N A

SUBJ: MALI GRAIN PIPELINE

REFS: A. DAKAR 2815 B) DAKAR 2835

1. EMBASSY APPLAUDS EFFORTS AND SUGGESTIONS
BEING MADE BY ALL TO ALLEVIATE GRAIN BLOCKAGE
AT DAKAR PORT. HOWEVER, EMBASSY DOES NOT
CONSIDER SUGGESTION OFFERED PARA FOUR
REFTEL (A) AS A REALISTIC SOLUTION TO MALI
GRAIN PIPELINE PROBLEM. ACCORDING TO REFTEL (A)
PLAN, THE GRAIN WOULD BE MOVED FARTHER DOWN
THE PIPELINE BUT, AT THE SAME TIME, THE
MEANS (I.E. RAIL CARS) FOR MOVING GRAIN
TO THE END OF PIPELINE WOULD BE WITHHELD
FROM THE GOM. WE DOUBT THAT THE
GOVT OF SENEGAL WOULD BE INTERESTED
IN THIS QTE OVER-TO-YOU UNQTE APPROACH
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TO ITS NEIGHBOR'S PROBLEM. WE OFFER THE

FOLLOWING OBSERVATIONS RELATED TO SUBJECT
ISSUE:

A. IMPROVING TRANSPORT SITUATION FROM DAKAR:

(1) RAIL CAPACITY: ACCORDING TO REFTEL (A)
THE 100 RAIL CARS ADDED TO INTERNATIONAL
SERVICE BETWEEN DAKAR AND BAMAKO WILL
INCREASE RAILROAD CAPACITY 15-20 PERCENT
(NOTE: GOM CONSIDERS THIS A CONSERVATIVE
ESTIMATE). THUS GRAIN EVACUATION RATE NOW
BUILDING UP TO AT LEAST 14-15,000 MT A MONTH.
(2) PRIORITIES AND SPOILAGE: WE NOTE THAT
MALI-DESTINED CORN AT DAKAR, WHICH IS HIGHLY
SUSCEPTIBLE TO SPOILAGE BY MOISTURE, HAS BEEN
GIVEN TOP PRIORITY ON RAILROAD. ALSO, PAST
FFPO-EMBASSY CONVERSATIONS HAVE REVEALED THAT
SORGHUM STANDS UP WELL TO MOISTURE IF COVERED.
CONSEQUENTLY, SPOILAGE FACTOR FOR BULK OF
GRAIN NOW IN DAKAR MAY NOT BE AS HIGH AS WAS
CALCULATED ONE MONTH AGO.

(3) PROBABLE USE OF PORTS OTHER THAN DAKAR:
WHILE NOT AFFECTING GRAIN ALREADY SITTING ON
DAKAR DOCKS, RECENT EMPHASIS ON OTHER PORTS,
ESPECIALLY ABIDJAN AS PORTS OF ENTRY FOR
EMERGENCY FOOD SHIPMENTS SHOULD RELIEVE FUTURE
PRESSURE ON DAKAR PORT.

B. PROBLEMS USING KAYES FOR GRAIN STORAGE:

(1) LIMITED GRAIN STORAGE CAPACITY: REFTELS
GIVE KAYES GRAIN STORAGE CAPACITY AS ABOUT
30,000 MT. HOWEVER OPAM DIRECTOR DIALLO
STATES GOM NOW USING 2 WAREHOUSES (4,000 MT
AGGREGATE CAPACITY) FOR GRAIN STORAGE. OPAM
PLANS TO RENT ANOTHER 2 WAREHOUSES (4,000-
6,000 MT AGGREGATE CAPACITY. THE 8,000-10,000
MT TOTAL REPRESENTS ALL RPT ALL THE
SHELTERED STORAGE CAPACITY AVAILABLE IN KAYES
ACCORDING TO DIALLO. WOULD APPRECIATE LEARNING
BASIS FOR REFTEL (A) 30,000 MT FIGURE.
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(2) STORING GRAIN KAYES MAY BE COUNTER-
PRODUCTIVE: EVEN ASSUMING MORE STORAGE SPACE
COULD BE LOCATED IN KAYES, STORING GRAIN
THERE MAY BE COUNTERPRODUCTIVE FOR FOLLOWING
REASONS:

(A) COMPLICATES GRAIN DISTRIBUTION. MALI'S
MAIN DISTRIBUTION CENTER IS BAMAKO. TRANS-

PORTING AND UNLOADING GRAIN FROM DAKAR TO KAYES AND THEN RELOADING AND TRANSPORTING THE GRAIN TO BAMAKO, AS OPPOSED TO SHIPPING GRAIN FROM DAKAR TO BAMAKO DIRECT, WILL COMPLICATE THE DISTRIBUTION PATTERN HERE AND HEAVILY TAX THE FRAGILE MALIAN TRANSPORT INFRASTRUCTURE.

(B) SINCE NEARLY ALL MALI RAIL CARS ARE NOW COMMITTED TO DAKAR-BAMAKO RUN, THE GOM WILL BE HARD PRESSED TO LOCATE ADDITIONAL RAIL HAULING CAPACITY TO MOVE GRAIN FROM KAYES TO BAMAKO. NET EFFECT WILL BE DELAY IN GRAIN TRANSSHIPMENT TO CENTRAL DISTRIBUTION POINT (BAMAKO).

(C) ADDITIONAL LOGISTICS INVOLVED IN UNLOADING, STORING AND RE-LOADING OPERATIONS AT KAYES WILL FURTHER DELAY DISTRIBUTION OF GRAIN TO AREAS OF MALI MOST IN NEED.

(D) EVACUATION FROM KAYES BY TRUCK NOT PRACTICABLE. ROUTE KAYES-BAFOULABE-KITA-BAMAKO NOT USEABLE BY TRUCKS. KAYES-NIORO-BAMAKO PASSABLE ONLY BY ALL-SURFACE VEHICLES, BUT IS EXTREMELY ARDUOUS AND CLOSES WITH ADVENT OF RAINS. IN ANY EVENT, USE OF THIS ROUTE WOULD DIVERT RESOURCES FROM GOM ALREADY OVERSTRAINED TRUCK PARK.
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Message Attributes

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